

# The China Mail.

Established February, 1846.

VOL. XXXIX. No. 6820.

號三十月三十八年八千一英

HONGKONG, TUESDAY, OCTOBER 23, 1883.

三月三十日未央

PRICE, \$24 PER ANNUM.



AGENTS FOR THE CHINA MAIL.

LONDON.—"F" ALBAN, 11, & 12, Clement's Lane, Lombard Street; E. G. GEORGE & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.C.; BATES & HENRY & CO., 31, Walbrook, E.C.; HENRY & CO., 100, & 104, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PRINCE, 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO AND AMERICAN PORTS GENERALLY.—DEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & CO., Square, Singapore; G. HEINZEN & CO., Manila.

CHINA.—MACAO: MESSRS. A. A. DE MELLO & CO., SAYLE, CHINCH & CO., AMERY, WILSON, NICHOLAS & CO., FROBISHER, HENRY & CO., Shanghai; LANA, CRAWFORD & CO., and KELLY & WALSH, Yokohama; LANA, CRAWFORD & CO.

## Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, \$5,000,000.  
Installment received on New Shares, \$20,765.42.  
\$5,926,765.62.

RECEIVED FUND, \$2,600,000.  
INSTALLMENT OF PREMIUM, \$68,336.43  
CAIVED ON NEW SHARES, \$3,108,336.43.

## Court of Directors:

Chairman—WM. BELLER, Esq.  
Deputy Chairman—W. S. YOUNG, Esq.  
H. L. DALMIPLE, A. P. McLEWEN, Esq.  
A. M. MOYER, Esq.  
W. H. FORBES, Esq.  
F. D. SASSON, Esq.  
A. GUINZOW, Esq.  
M. E. SASSON, Esq.  
Hon. F. B. JOHNSON.

Chief Manager—  
Hongkong, Thomas JACKSON, Esq.  
Manager—J. WEN CAMERON, Esq.  
London Bankers—London and County Bank.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. "

Local Bills DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,  
Chief Manager,  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, August 25, 1883.

## Notices of Firms.

### NOTICE.

FROM this date Messrs. RUSSELL & CO. will conduct our Business at this port, and all Communications should be addressed to them.

Messrs. RUSSELL & CO. will also Act as Agents at this port for our line of Steamers.

GEO. R. STEVENS & CO.,  
Hongkong, August 1, 1883.

## Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE THIRD CALL of £10 Sterling per Share on the 20,000 Shares, NEW ISSUE of this Corporation, will fall due on the 20th September, Current, in London, Calcutta, Bombay, Shanghai and Hongkong.

Shareholders, SHARHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Current of the above mentioned places.

PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank.

Holders of PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3s. 7d. or \$54.70 per Share.

Interest at the Rate of 7% per Annum will be Charged on Calls unpaid on the 20th September.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager,  
Hongkong, September 12, 1883.

MRS. P. SMITH,  
PRIVATE TIFFIN ROOMS,  
No. 8 d 9, Bonsaifield Arcade.

MEALS & REFRESHMENTS  
AT ALL HOURS.

TIFFIN ROOMS,  
BILLIARD ROOM,  
AND  
READING ROOM.

TIFFIN ROOMS,  
NO EXTRA CHARGE FOR  
THE USE OF READING AND  
BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to

Mrs. P. SMITH,  
On the Premises, Bonsaifield  
Arcade.

Hongkong, October 18, 1883. no18

## Intimations.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

### NOTICE TO SHAREHOLDERS.

Second and Final BONUS of Five per cent. on Contributions, and a DIVIDEND of EIGHTEEN DOLLARS and TWENTY-NINE CENTS per Share for the year 1882, will be Payable on MONDAY, the 22nd Instant.

WARRANTS may be had on application at the Office of this Society on and after that date.

By Order of the Board,  
DOUGLAS JONES,  
Acting Secretary.  
Hongkong, October 22, 1883.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

NOTICE is hereby given that a MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the GENERAL MANAGER, on THURSDAY, the 26th Instant, 12 o'clock, in accordance with the Provisions of the Companies' Ordinances 1865 and 1877.

DOUGLAS LAPRAIK & CO., General Managers.  
Dated 17th October, 1883. oc26

## HONGKONG RACES 1884.

THIS MEETING will take place on WEDNESDAY, THURSDAY, and FRIDAY, the 20th, 21st, and 22nd February, 1884.

GENTLEMEN having suggestions to offer or presentations to make are invited to communicate with the Clerks of the Course on or before the 27th Instant.

THE HONGKONG DERBY—1884.

The HONGKONG DERBY—Sweptstakes of \$20 each, half forfeit if declared on or before the date of closing entries, with \$100 added for 1st Pony, and \$50 for 2nd. For First Pony, \$10 per cent.; Second Pony, \$20 per cent.; Third Pony, 10 per cent. Weight 100 lbs. On Milling, half.

Nominations Close on WEDNESDAY, 18th December, 1883, addressed to the Clerks of the Course, at the Hongkong Club.

By Order, H. J. H. TRIPP,  
Clerk of the Course.  
Hongkong, October 16, 1883. oc28

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary General MEETING of SHAREHOLDERS will be held at the OFFICE of the Undersigned, No. 7, Queen's Road, at Noon, on WEDNESDAY, the 31st Day of October instant.

JARDINE, MATHESON & CO., General Agents,  
CANTON INSURANCE OFFICE, LIMITED.  
Hongkong, October 17, 1883. oc31

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st day of October instant, both days included.

JARDINE, MATHESON & CO., General Agents,  
CANTON INSURANCE OFFICE, LIMITED.  
Hongkong, October 17, 1883. oc31

CANTON INSURANCE OFFICE, LIMITED.

NOTICE.

THE Transfer BOOKS of the Company will be CLOSED from the 18th to the 31st day of October instant, both days included.

JARDINE, MATHESON & CO., General Managers.  
Hongkong, August 16, 1883. no1

BRITISH AND FOREIGN MARINE INSURANCE COMPANY, LIMITED.

NOTICE.

THE THIRD CALL of £10 Sterling per Share on the 20,000 SHARES, NEW ISSUE of this Corporation, will fall due on the 20th September, Current, in London, Calcutta, Bombay, Shanghai and Hongkong.

Shareholders, SHARHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Current of the above mentioned places.

PROVISIONAL CERTIFICATES are being issued in Exchange for the 1st Call Receipts, which are to be surrendered to the Bank.

Holders of PROVISIONAL CERTIFICATES, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3s. 7d. or \$54.70 per Share.

Interest at the Rate of 7% per Annum will be Charged on Calls unpaid on the 20th September.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager,  
Hongkong, September 12, 1883.

MRS. P. SMITH,  
PRIVATE TIFFIN ROOMS,  
No. 8 d 9, Bonsaifield Arcade.

MEALS & REFRESHMENTS  
AT ALL HOURS.

TIFFIN ROOMS,  
BILLIARD ROOM,  
AND  
READING ROOM.

TIFFIN ROOMS,  
NO EXTRA CHARGE FOR  
THE USE OF READING AND  
BILLIARD ROOMS.

ARRANGEMENTS FOR BOARD and LODGING can be made by applying to

Mrs. P. SMITH,  
On the Premises, Bonsaifield  
Arcade.

Hongkong, October 18, 1883. no18

## For Sale.

LANE, CRAWFORD & CO.

### TO HAND PER "GLENNOG."

PEARS' ASSORTED BEST TOILET SOAPS.

PEARS' PRICKLY HEAT SOAP.

CARBOLIC ACID.

CARBOLIC DISINFECTING POWDER IN DREDGERS.

WINTER HOSIERY.

TAILORING GOODS IN THIS SEASON'S PATTERNS.

THE NEW CLIMAX UMBRELLAS, guaranteed to wear.

THE NEW TODDY KETTLES WITH LAMPS.

THE NEW COFFEE MACHINES.

THE DUPLEX TABLE LAMPS, latest designs.

ARTISTIC FENDERS and FIRE IRONS.

LANE, CRAWFORD & CO.

Hongkong, September 17, 1883.

SAYLE & CO.'S SHOW-ROOMS.

JUST RECEIVED EX "GLENELG"  
AND NOW SHOWING.

CHEAP TRIMMED MILLINERY in latest styles.  
SPECIALTIES in BEAVER,

FELT, and STRAW HATS, and

BONNETS in newest shapes.

FEATHERS.

MILLINERY,

SILKS,

VELVETS,

SATINS,

CO., &c., &c.

FLOWERS,

MILLINERY,

SILKS,

VELVETS,

## For Sale.

MacEVEN, FRICKEL & Co.  
No. 55, Queen's Road East,  
(OPPOSITE THE COMMISARIAT),  
ARE NOW LANDING  
FROM AMERICA.

CALIFORNIA  
BACKEE  
COMPANY'S BISCUITS in 5 lb.  
tins, and loose.  
Soda BISCUITS.  
Assorted BISCUITS.

Small HOMINY.  
Cracked WHEAT.  
OATMEAL.  
CORNMEAL.

White BEANS.  
TOPOCAN BUTTER.  
Eastern and California CHEESE.  
CODFISH in Tins.  
Prime HAMS and BACON.  
Eagle Brand Condensed MILK.  
Family BEEF in 25 lb. kegs.  
Beef Ideal SALMON in 5 lb. cans.  
Cutting's Dessert FRUITS in 24 lb. cans.  
Assorted Canned VEGETABLES.  
Potted SAUSAGE and Sausage  
MEAT.

Staffed PEPPERS.  
Assorted SOUPES.  
Richardson & Robbin's Celebrated Potted  
MEATS.

Richardson & Robbin's Curried OYSTERS.  
Glam CHOWDER.  
Fresh OREGON SALMON.  
Dried APPLES.  
TOMATOES.  
SUCCHETAS.  
BRAINS.  
Maple SYRUP.  
Golden SYRUP.  
LOBSTERS.  
OYSTERS.  
HONEY.  
Corn STARCH.  
Green CORN.

FAIREBANKS' SCALES.  
400 lb. Capacity.  
600 lb. "  
900 lb. "  
1,200 lb. "

CORN BROOMS.  
OFFICE HIGH CHAIRS.  
AXES and HATCHETS.  
AGATE IRON WARE.  
WAFFLE IRONS.  
SMOOTHING IRONS.  
PAINTS and OILS.  
TALLOW and TAR.  
VARNISHES.

DEVON'S NONPARIEL  
BRILLIANT  
KEROSENE OIL,  
150° test.

Ex late Arrivals from  
ENGLAND.

A LARGE ASSORTMENT OF  
S T O R E S,  
including:  
BREAKFAST TONGUES.  
CAVIAR.  
ASPARAGUS.  
SOUPS, &c.  
TEYNONEAU'S DESSERT FRUITS.  
ALMONDS and RAISINS.  
PICNIC TONGUES.  
COCONUTINA.

VAN HOUTEN'S COCOA.  
LIEBIG & EPP'S COCOA.  
FRENCH PLUMS.  
PATE DE FOIE GRAS.  
MINCEMEAT.  
SAUSAGES.  
BRAINS.  
DANISH BUTTER.

SPARTAN  
COOKING STOVES.

ENGLISH CUTLERY:  
ELECTRO-PLATE.  
CROCKERY & GLASS WARE.

CLARETS—  
CHATEAU MARGAUX.  
CHATEAU LATOUR, pints & quarts.  
LFB. GRAVES.  
BREAKFAST CLARET, "

SHERRIES & PORT—  
SAINTON'S MANZANILLA & AMON.  
TILLADO.  
SAINTON'S OLD INVALID PORT  
(1848).  
HUNTS PORT.

BRANDY, WHISKY, LIQUEURS, &c.—  
1 and 3-star HENNESSY'S BRANDY.  
BISQUIT DUBOURG & CO.'S BRANDY.  
FINE OLD BOURBON WHISKY.  
KINAHAN'S WHISKY.  
ROYAL GLENDEE WHISKY.  
BOOD'S OLD TOM.  
E. & J. BURKE'S IRISH WHISKY.  
ROSE'S LIME JUICE CORDIAL.  
NOILY PHAR & CO.'S VERMOUTH.  
CRAIBER'S GINGER BRANDY.  
EASTERN CIDER.  
CHARTREUSE.  
MARASCHINO.  
CURACAO.  
ANGOSTURA, BOKER'S and ORANGE  
BITTERS  
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
S. & S., pints and quarts.

GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.

draught ALE and PORTER, by the  
gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF  
SAFES, CASH and PAPER  
BOXES, at Manufacturer's Prices.

Hongkong, July 10, 1883.

## Mails.



MITSU BISHI MAIL STEAMSHIP  
COMPANY.

STEAM TO NAGASAKI AND KOBE,  
VIA INLAND SEA.  
(Taking Cargo and Passengers for YOKO-  
HAMA.)

THE S.S. TAKACHIHO MARU, Capt.  
N.Y., due here on or about the  
21st Instant, will be despatched as above  
on FRIDAY, the 26th October, at 4 p.m.  
Cargo received on board and Parcels at  
the Office up to 1 p.m. of day of sailing.  
No Bill of Lading signed under \$2  
Fright.

All Claims must be settled on board  
before delivery is taken, otherwise they  
will not be recognized.

Cargo and Passengers for Yokohama  
will be transhipped to the Shanghai Mail  
Steamer at Kobe.

For further Particulars, apply at the  
Company's Offices, Praya Central, Ground  
Floor of Messrs Russell & Co.

H. J. H. TRIPP,  
Agent.

Hongkong, October 17, 1883.

oc26

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE S.S. ARABIC will be despatched  
from San Francisco, via Yokohama,  
with the option of calling at Honolulu,  
on SATURDAY, the 27th October, at  
3 p.m. To be followed by the S.S.  
OCEANIC, on the 17th November.

Connection being made at Yokohama,  
with Steamers from Shanghai and Japan  
parts.

All Parcels Packages should be marked to  
address in full; and same will be received  
at the Company's Offices, until 5 p.m.  
the day previous to sailing.

RETURNS Passages—Passengers, who  
have paid full fare, re-embarking at San  
Francisco for China or Japan (or vice versa)  
within six months, will be allowed a discount  
of 20% from Return Fare; if re-embarking  
within one year, an allowance of 10% will  
be made from Return Fare. Pre-Paid Return  
Passage Orders, available for one year,  
will be issued at a Discount of 25% from  
Return Fare. These allowances do not apply  
to through fares from China and Japan  
to Europe.

General Invoices to accompany Over-  
land, Mexican, Central and South American  
Cargo, should be sent to the Company's  
Offices addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 50a, Queen's Road Central.

E. F. FOSTER,  
Agent.

Hongkong, October 19, 1883.

oc27

THE CHINESE MAIL.

THIS paper is now issued every day  
The subscription is fixed at Four  
Dollars per annum delivered in Hong-  
kong, or Seven Dollars Fifty Cents  
including postage to Coast ports.

It is the first Chinese newspaper ever  
issued under purely native direction. The  
chief support of the paper is of course  
derived from the native community,  
amongst whom also are to be found the  
guarantors and securities necessary  
to place it on a business and legal footing.

The projectors, basing their estimates  
upon the most reliable information from  
the various Ports in China and Japan,—  
from Australia, California, Singapore, Po-  
naug, Saigon, and other places frequented by  
the Chinese,—consider themselves justified in  
guaranteeing a large and ever-increasing  
circulation. The advantages offered to ad-  
vertisers are therefore unusually great, and  
the foreign community generally will find  
it to their interest to avail themselves of  
them.

The field open to a paper of this description—  
conducted—by native efforts, but  
progressive and anti-obstructive in tone—  
is almost limitless. It on the one hand  
commands Chinese belief and interest,  
while on the other it deserves every aid  
that can be given to it by foreigners.

Like English journals it contains Editorials,  
with Local, Shipping, and Commercial  
News and Advertisements.

Subscription orders for the above may be  
sent to

GEO. MURRAY BAIN,  
China Mail Office.

Hongkong, July 25, 1883.

oc28

SHARE LIST.—QUOTATIONS.

Oct. 23, 1883.

Stocks. Nos. of Shares. Value. Paid up. Reserve. Working account. Last Dividends. Quotations. Cash.

BANKS. HK and Shai.

Bank. \$100,000 \$ 125 \$ 125 \$ 3,193,336 \$ 52,500.62 \$2 188 2% \$360

INSURANCES. N.H. China Ins. 1,000 TL 2,000 TL 600 TL 400,000 TL 230,464.77 TL 75 TL 1400 p. ab.

Yungtze Ins. 1,200 TL 350 TL 350 TL 538,235 TL 5,059.76 18% TL 1015

Union Ins. Soc. 2,000 \$ 1,250 \$ 125 \$ 422,744 \$ 104,271.00 \$400 ex div.

China Traders' Insurance. 24,000 \$ 83,333 \$ 253 \$ 600,000 \$ 107,411.85 22% \$73 p. share

Cotton Ins. Office. 10,000 \$ 250 \$ 50 ... \$ 500,127.77 10% \$107

Chinese Ins. Co. 1,500 \$ 1,000 \$ 200 \$ 100,378 \$ 29,977.18 \$90 \$1352

H.K. Fire Ins. 8,000 \$ 250 \$ 50 \$61,000 \$ 230,729.56 \$100

China Fire Ins. 20,000 \$ 100 \$ 20 \$ 500,000 \$ 106,365.49 \$3,460.76 \$76

MINCEMEAT. CHATEAU MARGAUX.

CHATEAU LATOUR, pints & quarts.

LFB. GRAVES.

BREAKFAST CLARET, "

SHERRIES & PORT—

SACRED MANZANILLA & AMON.

TILLADO.

SAINTON'S OLD INVALID PORT  
(1848).

HUNTS PORT.

BRANDY, WHISKY, LIQUEURS, &c.—

1 and 3-star HENNESSY'S BRANDY.

BISQUIT DUBOURG & CO.'S BRANDY.

FINE OLD BOURBON WHISKY.

KINAHAN'S WHISKY.

ROYAL GLENDEE WHISKY.

BOOD'S OLD TOM.

E. & J. BURKE'S IRISH WHISKY.

ROSE'S LIME JUICE CORDIAL.

NOILY PHAR & CO.'S VERMOUTH.

CRAIBER'S GINGER BRANDY.

EASTERN CIDER.

CHARTREUSE.

MARASCHINO.

CURACAO.

ANGOSTURA, BOKER'S and ORANGE  
BITTERS

&c., &c., &c.

BASS'S ALE, bottled by CAMERON and  
S. & S., pints and quarts.

GUINNESS'S STOUT, bottled by E. &  
J. BURKE, pints and quarts.

draught ALE and PORTER, by the  
gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED  
CIGARS.

Fine New Season's CUMSHAW TEA, in  
5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF  
SAFES, CASH and PAPER  
BOXES, at Manufacturer's Prices.

Hongkong, July 10, 1883.

## Mails.



MITSU BISHI MAIL STEAMSHIP  
COMPANY.

STEAM TO NAGASAKI AND KOBE,  
VIA INLAND SEA.

(Taking Cargo and Passengers for YOKO-  
HAMA.)

BOMBAY, MADRAS, CALCUTTA, AND  
AUSTRALIA.

N.B.—Cargo can be taken or through Bills  
of Lading to BATAVIA, PERSELIN  
GULF PORTS, MARMARAS,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

ALSO,

JARDINE, MATTHESON & CO.,  
General Managers.

Hongkong, October 22, 1883.

oc23

## Notices to Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Steamship *Moray*, having arrived  
from the above Ports, Consignees of  
Cargo are hereby requested to send in  
their Bills of Lading to the Undersigned  
for countersignature, and to take immediate  
delivery of their Goods.

Cargo impeding the discharge will be  
at once landed and stored at Consignee's  
risk and expense.

JARDINE, MATTHESON & CO.,  
General Managers.

It is stated that a new electrical contrivance has been perfected by Mr. A. St. George, the inventor of the telephone, which bears his name. This invention is really supplemental to the telephone, and will enable every description of conversation carried on through the instrument to be not only recorded, but reproduced at any future time. Briefly stated, Mr. St. George's invention may be thus described. A circular plate of glass is coated with carbon and made sensitive as a photographic plate. This is placed in a dark box in which is a slit to admit a ray of light. In front of the glass is a telephone diaphragm; which, by its vibrations, opens and closes a small shutter through which a beam of light is constantly passing and imprinting a dark line on the glass. Vibrations of the shutter cause the dark line to vary in thickness according to the tones of the voice. The glass plate is revolved by clockwork, and the conversation as it leaves the telephone is recorded on the sensitive plate, the imprinted words spoken being fixed and done in photography. The plate can be brought forward afterwards, and when replaced in the machine and connected with distant telephone will, when set in motion, give back the original conversation.

In Mr. Sydney Grundy's new comedy, "The Glass of Fashion," with which the Globe Theatre was, says the *Overland Mail*, re-opened on Sept. 8, that form of newspaper literature which has come to be known as "social journalism" is the theme of satire. "The Glass" is a so-called "social paper," written as the dramatist indicates, with special emphasis, not by professional journalists, but rather by certain shallow and flippant amateurs who have sufficient skill in composition to enable them to pen spiteful paragraphs, dart innuendoes, scandalous insinuations, censorious gossip, and

That abominable titto-tattle.

Which is the end that's chewed by human cattle.

Such are the ingredients of the pestilential print. It is not their property, but that of a rich and illiterate brewer, who, as he at first delights to boast, has bought it "dirt cheap" for £2,000. It proves a sorry harpian, and almost as great a plague to him as his vixen of a wife. He had hoped to "have society at his feet" by means of his newspaper, but he ends to his bitter mortification, that he has "society on his back." He is in a nest of hornets. Actions for libel crop up on all sides; every port brings tidings of spite, summonses, and criminal informations; and it "takes him all his time" to make apologies to the people who threaten him with personal violence for the "reflections" that have been cast upon them from his distorting mirror. His best friends are lampooned without his knowledge in his own journal, even his wife does not escape the scandalous imputations of his contributors.

The following letter has been addressed to the *Sudan Daily News*:—Sir.—Would you kindly insert in your paper the following remarks in reference to the recent report of pumice-stone being seen in the South Indian Ocean.

On our passage from Liverpool to this port (Calcutta) at 10 a.m. on Wednesday, the 29th August, 1883, in latitude 12° 40' S. and longitude 36° 48' E., we first saw pumice floating in the water. It was at first small, from the size of a pea, but of a pea, and occasionally of a small potato, and was covered with barnacles. Wind at the time south, force 5; weather dark and cloudy. Then we ran a distance of 400 miles, until the last of the pumice was seen, at 2 p.m. on 2nd September, 1883, in latitude 5° 6' S., and longitude 65° 50' E., but the last September pumice was seen about 6° S. latitude. One piece of 10 oz. weight, covered with barnacles, was deposited in the museum here. I saw pieces floating, from the size of fine shot to blocks of 4 feet square, also some portions of trees, apparently river-borne. At the time we were 1,100 miles from the Island of Java, from whence I judged the pumice stones floated. My ship was also struck by lightning on 1st September, 1883, when about 4 feet of the fore-royal-masthead was snap-ed into splinters.

I also saw the sun and moon of a bright vivid green at rising and setting. On Sunday, the 9th, on Monday, the 10th, and Tuesday, the 11th September, 1883 from 8° to 16° N. latitude, and longitude 87° 30' to 88° 40' E., they appeared, when green, to stand out from a smoky sky like a picture shown from a magic lantern.—Yours &c., HENRY MAY, Commander, B. S. *Clement*.

September 29th, 1883.

#### NOTES BY THE WAY.

So the "Black Flag" and their allies have not thrown up the sponge after all. It was hardly likely they would do so, flushed, as they are with success. The news you published last night from Haiphong is a little surprising, and it removes the impression which had got abroad that the resistance to the French in Tonquin had collapsed. Admiral Courbet may be anxious to try his hand as commander-in-chief of the land forces, with the troops now at his disposal, in which case we may hear of more severe fighting in Tonquin shortly.

By the way, I suppose you have not an opening for a "special correspondent" on your journal—an engagement which would perhaps afford one a sort of training for this business of chronicling "the pride, pomp, and circumstance of glorious war." I have been carefully studying the work of the two special correspondents who have been luxuriating here for some months, and I have come to the conclusion that their occupation is just the one that would suit my taste.

#### CUTTLE.

#### GENERAL MESSNY.

In August last we published a long communication from General Messny, who is well known to our readers as an officer in the Chinese service, stating he was then travelling from Yunnan to Hongkong, via the inland water-ways, and had been stopped at a place called Kwei Hien, in the Prefecture of Chien Chow-Fu, Kwang-Si Province, through the interference of some local mandarins. We learn that General arrived in Canton on Thursday last with a small retinue, in two native boats. Unfortunately the General's position in the Chinese service precludes him from divulging any information as to the position

of affairs on the borders of Tonquin, along which part of his journey has been made. On that matter, the representative of the *China Mail*, who interviewed the General in Canton yesterday, could not obtain any information. The General was not, however, as yet in his personal affairs, and the details of the journey he has just accomplished. General Messny's experience in China extends over a period of 26 years. During that period he has travelled over almost the whole of the eighteen provinces; and at the present moment there is probably no foreigner living who knows more of the internal affairs of China, than General Messny does. For the past fifteen years, he has lived in a part of China where it was impossible for him to have personal, and sometimes even written, communication with foreigners; and during that time he has made many expeditions in the interior, and obtained such an immense store of information that would, were it published to the world, throw a vast amount of light on the policy, both internal and external, of China. Such information cannot be made public at the present hour. Unlike "Chinese Gordon," General Messny, whose claims to be known are almost as good as a Colonel Gordon's, is comparatively unknown; and this is due to the fact mainly, that he is of a very unassuming disposition. It is the intention of the General to give to the world at some future date the benefit of his experience in the form of book or books. Some of his later experiences have not been altogether pleasant. A few years back, he was reduced almost to absolute beggary by a band of robbers depriving him of all his savings and a valuable collection of curiosities, gathered in his many wanderings, amounting in aggregate value to over £10,000. The only compensation he received from the authorities for this enormous loss was the paltry sum of £100. Until fourteen months ago, the General wore European clothes everywhere, but since then, he has robed himself for various reasons, in the garb of a Celestial, shaved the fore part of his head, and cultivated a queue. Despite those changes in his appearance, however, the disguise is not complete; and none but the most superficial observer would fail to detect the General's nationality. For some years back, he has been assiduously engaged drilling troops on the foreign system in various parts of the country; and quite recently, he was drafted to Yunnan-fu, the capital of the Province of Yunnan, with the intention of investigating affairs in Tonquin. This course, however, was objected to by the Governor General of Yunnan, and his stay there was therefore very brief. He had only been stationed in the place forty days when he received marching orders. From Yunnan-fu, he proceeded to Kwang-si, which, so far as the General could gather from the statements made to him by the natives at this place, is a little further West of the spot where Messrs Colquhoun and Wahab left the West River. Thence he went on to Poh Seng Ting, between which place and Yunnan-fu a railroad could easily be constructed. By this means, he thinks, safe and rapid communication could be established between this port and the capital of Yunnan, which might soon be made a most important market for the disposal of foreign goods.

At Poh Seng Ting, he engaged two junks to convey him by the West River to Canton; and proceeded without interruption as far as Kwei Hien, a town on the north bank of the river, where he suffered a long, expensive and trying detention. On his arrival at this place, his junks were boarded by the crews of some gunboats, who, under the pretence of searching for salt, subjected him and his servants to every possible annoyance they could think of. No salt was found on the shipping office as such. You had him shipped here in Hongkong, and he is on the articles as boatswain. The fact is you must have known he would not have been shipped here because he had no certificate. Is not that the fact?

Witness.—Yes sir.

Captain Thomsen.—I suppose you have all the officers' certificates. If you had received possession of his certificate, you would have been ensured of his service.

Witness.—I cleared at this office on the 25th August.

Captain Thomsen.—I see an entry on the articles here that H. C. Madison is second mate. Who made the entry?

Witness.—I put him on the articles myself.

Captain Thomsen.—Why was he not shipped at the shipping office as such? You had him shipped here in Hongkong, and he is on the articles as boatswain. The fact is you must have known he would not have been shipped here because he had no certificate. Is not that the fact?

Witness.—Yes sir.

Captain Thomsen.—I suppose you are aware, you were contravening the law by this.

Witness made no answer to this remark; and, in answer to further questions, said: "On the 27th August, as I was about to leave, I placed H. C. Madison on the articles of the ship, as 2nd mate. I knew he had no certificate."

Witness.—The ship struck on the bank about half past twelve. I had been relieved and was in bed. Her striking, which was heavy, awoke me. I thought at first it was a collision. I jumped out, and went on deck, when some one called out, "she's ashore." and I found this was the case. I heard orders given by the captain to take in the sail. The lead was heaved and we found two and a half fathoms under the counter. The yards were thrown back; the ship must have been on the reef for half an hour before she began to work off. After she got off, we rigged both pumps and stood off to southward. Then we were hoisted round, and stood to northward, as we wanted to make out the position of the reef. Having done so, we found the water gaining on the crew. We first saw the land on the 9th at a.m. It was about thirty-five miles off at the time. The crew got exhausted, and the captain made up his mind to go into Port Barton on the 11th. A steamer passed us some four miles off. We hoisted the Union Jack with the ensign reversed, to show we were in distress, but she took no notice of us, and showed no flag. She was on the windward hoist. We were not molested in any way by natives; in fact, we could not see a human being. We could hear the vessel's fastenings break, with a report like that of a musket. Some of the crew had been sick, and as we could give them no relief we abandoned her on the 25th, in two of the ship's boats and a private boat belonging to the Captain. I arrived in Manila on the 9th of October. We were in a typhoon in the open boat. I reported the matter to the Consul at Manila. I said one boat to get provisions; it was the Captain's private boat. I got \$200 for the purchase spoke Spanish. I banded over the two ship's boats to Messrs Paolo Hubbell & Co.

Captain Thomsen.—Interrogated the witness strictly as to the disposal of the two boats, as he had heard from the Consul that "a man" had sold similar boats for \$800, and that the Consul asked him to enquire about it.

Witness.—The boats were entrusted to Captain Joceline of the *Mary L. Stone*. I sold no boat in Manila.

In reply to questions by Lieut. Balliston, witness said that a patent log was kept, but the speed was as often as not estimated by dead reckoning. He would say to the Consul "I hope to meet you on board the steamer *White Cloud* to-morrow to proceed to Macao together where we can talk as we like. Should you fail to come I shall spit on your face as the greatest curvar."

(Signed) L. M. BAPTISTA.

Mr. H. L. Denby appeared for the complainants. The evidence given by Mr. A. F. J. Soares was to the effect that defendant was annoyed about a private family matter, with which his complainants' brother was also connected. Defendant met complainant in the street and used very violent and taunting language to him, menaced him with a "Fengshui" and sent him a letter challenging him to go to Macao and settle the matter with revolvers.

Defendant admitted having written the letters, but promised that he would not do anything in Hongkong to cause a breach of the peace.

Defendant was bound over in the sum of \$500 to be of good behaviour for one year.

I was put on the articles as second mate

I have no certificate of competency.

Hans Kemp, sworn, was the carpenter of the *G. C. Trufant*. I sounded the well, when she sprung the leak. There was 24 feet in her then. A quarter of an hour after there was four feet, and it gradually increased. When we went into Port Barton, the ship was drawing 17 feet. After the Captain left, I remained by the ship until we all left in the two boats for Manila. I don't know what became of those two boats after we got to Manila.

To Lieut. Balliston.—I did not see that again, after she cleared it for the first time. I was looking after the pumps.

Captain Thomas, recited—I recognised the reef by its general appearance, as corresponding with the descriptions given of it. It ran S.W. and to the extreme N.E. Breakers were distinctly visible.

Captain Thomsen, after examining the chart, remarked that a few yards would clear him.

Captain Thomas—I think about \$5,000 was spent in the ship in Hongkong. I am not a part owner of her.

The Court was then cleared, and upon its re-opening, the president read the following:

81; I don't recollect getting any observation. On Sunday, 5th Sept., I made the land then distant 10 miles. I then ran for Port Barton as the ship had about 19 feet of water in the hold. I arrived at Port Barton on the 10th September, at about 6 p.m. I placed the ship on a bank made by an island in the middle of the Bay; but she drifted off the bank and grounded again on the west side of the Bay. At 2 a.m. on the 11th, the wind came off the western shore; and the sails still set, the ship floated off and I ran her near the strand there, and grounded her on a soft bottom. I then cleared up the sails, let go an anchor, and started to make signals for the boats. I sent several members of the crew round the Bay to see if there were any human beings about, but they saw no one. On the 12th September, I asked the crew if some of them would remain by the ship. This some of them agreed to do, and having selected eight men, I left Port Barton at one o'clock the same day, and arrived at Manila on the 17th September. The passenger, who was at one time owner of the ship, accompanied me. I reported the loss of the ship to London. I paid off three men in Manila. I left Manila on the 22nd September with five seamen and the passenger, and arrived in Hongkong on the 2nd October. I have no fault to find with any one on board the ship. I used as a guide "Findlay's East Indian Archipelago." The ship was drawing 17 feet of water when she left Hongkong. The depth of the hold was twenty-four feet, minus tides. There was 10° 45' N. and 112° 54' E. I don't know if I compared my position with the mate's on that day or not. The second mate did not assist in the navigation of the ship. I think he does not know anything about the navigation of a ship. Mr. Flint had worked on board my ship before he signed articles. I know him before, and I was aware he could not work navigation. I had one chronometer. It was rated before I left port. I have had it a long time, and it know to be a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one. I had been working on board the boat before I signed articles. I signed articles for a week, and carried on the work of the ship. I signed the articles at the shipping office on the 21st, and the chief mate, named Warshan, went at the same time. But he did not turn up and the vessel left without him. I received advance, and when I went on board the captain made me mate. The chief mate agreed to be on board on Saturday morning. When we got to see the captain made me a mate. The first time I saw Mr. Madison was on the 16th of August. Flint signed the same day. Warshan did not go on board the ship at all. He received no advance. He was to be discharged at New York, and his wages were to be \$250 a month. I never had him on board. I had one chronometer. It was rated before I left port. I have had it a long time, and it is a good one.

Edward Best Flint, sworn, said—I shipped as boatswain on the *G. C. Trufant* on the 23rd of August. I have an American certificate (produced) of competency. I have no English one.

